

## AMENDMENTS TO THE CLAIMS

Claims 1-6 canceled.

7. (previously presented) A pneumatic tire having a carcass and a belt reinforcing structure, the belt reinforcing structure comprising:  
a zigzag belt structure comprised of a rubberized strip of two or more cords, the strips being inclined at 5 to 30 degrees relative to the centerplane of the tire extending in alternation to turnaround points at each lateral edge, wherein in the crown portion of the tire the zigzag belt structure has two layers of cords, and substantially throughout the shoulder portion of the tire the strips are overlapped wherein each shoulder portion is about 25% of the belt width of the widest belt;  
and at least one spirally wound belt layer having cords wound spirally at an inclination of 5 degrees or less relative to the tire's centerplane.

8. (previously presented) The pneumatic tire of claim 7, the belt reinforcing structure further comprising: a second zigzag belt structure, wherein the spiral wound belt layer is positioned between the first and second zigzag belt structures, and the spiral wound belt layer has a width greater than the width of the radially innermost zigzag belt structure.

Claims 9-18 canceled.

19. (previously presented) The pneumatic tire of claim 7 wherein the strips are spaced apart a distance of 0 to 2 mm in a central portion of the belt, which is about 50% of the belt width.

20. (previously presented) The pneumatic tire of claim 7 wherein the width of the spiral layer is greater than the width of the zigzag belt structure.

21. (previously presented) The pneumatic tire of claim 8 further comprising two additional spirally wound layers, wherein all of the spirally wound layers are located between the zigzag belt structures and have a width greater than the width of the radially innermost zigzag belt structure.

Claims 22-24 canceled.

25. (previously presented) A pneumatic tire having a carcass and a belt reinforcing structure, the belt reinforcing structure comprising:

a zigzag belt structure comprised of a rubberized strip of two or more cords, the strips being inclined at 5 to 30 degrees relative to the centerplane of the tire extending in alternation to turnaround points at each lateral edge, wherein substantially throughout the shoulder portion of the tire the strips are overlapped, wherein the strip overlap distance increases from the center portion to the belt edge; wherein each shoulder portion is about 25% of the belt width of the widest belt; and at least one spirally wound belt layer having cords wound spirally at an inclination of 5 degrees or less relative to the tire's centerplane.

This listing of claims will replace all prior versions and listings of claims in the application.